

AMENDMENTS TO THE SPECIFICATION

Please replace paragraph [0042], as presented in the substitute specification submitted on August 1, 2006, with the following marked-up replacement paragraph [0042]:

[0042] As shown in Figure 7, the carriage 2 presents a substantially horizontal base plate 34 and it is mounted by means of several rollers 35 with vertical or horizontal rotation axis in a movable manner on the two guide rails 13, 14. The latter are arranged in the movement area of the carriage 2, that is in the coil- or spiral-shaped area W of the conveying track F with precision equidistantly and here they present groove-shaped openings that are directed upward. The transition from the position – shown in Figures 3 and 4 – of the guide rails 13, 14 with lateral opening into the just-mentioned position with the opening in the top position occurs through two winding zones 36 and 37, where the first one is formed after the entry station E and the second one immediately before the exit station A, in each case in the area of the conveying strand 1a. Because of the connection of the chain links 23 by cup and ball bearings 24, this transition presents no problems. The bottles G, which are fixed by the grippers 9 on the roller chain 12, are moved here from their vertical normal position into a horizontal storage position. This horizontal storage position of the bottles G, or the corresponding vertical position of the grippers 9, is maintained in the entire area of the conveying strand 1a between the two winding zones 36 and 37, and also in the area of the carriage ~~[[24]]~~ 2.

Please replace paragraph [0055], as presented in the substitute specification submitted on August 1, 2006, with the following marked-up replacement paragraph [0055]:

[0055] As shown in Figures 9 and 10, the endless roller chain 12' presents a plurality of identical chain links 23', which are interconnected via a cup and ball bearing 24' so that they can be moved in a fully suspended manner. On each chain link 23', a total of three guide rollers 10', 11', 25' are mounted rotatably. The two guide rollers 10', 11' with horizontal rotation axis are arranged immediately on the chain link 23' and they run on the two horizontal arms of the guide rails 13', 14'. The guide roller ~~[[23']]~~ 25' is arranged on the bottom side of the chain link by means of a vertical bolt 45 in such a manner that its height

can be adjusted, and it is pushed by a compression spring 47 downward in the lower end position, which is fixed by abutments that are not represented, as shown in Figure 9. At the lower end of the bolt 45, a thrust block 48 in the form of a ball is arranged. The guide roller ~~[[23']]~~ 25' engages between the two vertical arms of the guide rails 13', 14', which form a kind of guidance groove. In this manner, each chain link 23 is guided with precision on the guide rails 13', 14', and can be moved with little force. In addition, on the horizontal, upper arm, which is slightly crimped upward, of each chain link 23', and which carries the cup and ball bearing 24, a substantially horizontal support plate 44 for the objects to be transported is attached. The support plates 44 are concave-convex in design and thus also capable of negotiating curves in the horizontal direction.

Please replace paragraphs [0082] and [0083], as presented in the substitute specification submitted on August 1, 2006, with the following marked-up replacement paragraphs [0082] and [0083]:

[0082] In the embodiment examples according to Figures 24-28, a ratchet 92 is mounted in a manner which allows pivoting on each chain link 23, where the ratchet is prestressed by a torsion spring 93. The pivot axis of the ratchet 92 is parallel to the pivot axis of the double lever 66; the torsion spring 93, in Figure 24, works clockwise. The ratchet 93 works in cooperation with a transverse peg 94, which is attached parallel to the rotation axis on the double lever 66 projecting on both sides. If the transverse peg 94 is engaged with the ratchet 92, then the double lever 66, together with the chain link which acts as an abutment, is prevented from rotating, and its two guide rollers ~~[[74]]~~ 73 are engaged with the round rod 72. This position, in which the double lever is substantially vertical to the round rods, is interrupted only at the time of the pass through the first deflection 3 and the second deflection 4 in the area of the carriage 2.

[0083] For this purpose, a control cam 95 is provided on the ratchet 92, which cam works in cooperation with the ramp 41 on the carriage 2. If the control cam 95 comes in contact with this ramp 41, then the ratchet 92 is pivoted against the force of the torsion spring 93 (counterclockwise in Figure 24), it becomes disengaged with the transverse peg 94 thus releasing the double lever 66. The position of the latter is now determined in the area of the

carriage 2 by an arc-shaped groove cam 96, which is attached to the carriage. The design here is such that the double lever 66 is pivoted immediately before the arrival at the deflection 3 or 4, respectively, by a sufficient distance so that its two guide rollers 73 can pass between the round rods 72 (position X in Figure 28). Conversely, immediately after leaving the deflections 3, 4, the double lever 66, after having been passed entirely through the area between the two ground rods 72, is pivoted back into its normal position, in which its two guide rollers 73 again engage "from outside" on the round rods 72, resulting in the ratchet 93 snapping automatically on the transverse peg 94.